

Central Marin Ferry Connection Multi-use Pathway Project

September 2010



Key Project Elements

The proposed Central Marin Ferry Connection (CMFC) Multi-use Pathway Project will create a new multi-use pathway connecting the soon to be completed Cal Park Hill Multi-use Pathway to the north with the existing pathways on the south side of Sir Francis Drake Boulevard (SFDB). This new multi-use path will provide a safer and more direct connection to the Larkspur Ferry Terminal and the existing east/west multi-use path for users traveling from the north; and a direct access path to the future Sonoma-Marin Area Rail Transit (SMART) Passenger Rail Station for users traveling from the south. This project will promote non-motorized commute alternatives and enhance recreational travel. The CMFC is a vital connecting facility for transit facilities, schools, recreational uses, businesses/retail centers and residential communities.

This spring an informal survey was conducted on the project related to bicycle and pedestrian use in the project area. Results showed strong support for the project and its connection to the regional transit facilities.

The proposed CMFC Multi-use Pathway Project is summarized below:

The Project

- Will connect with the Cal Park Hill Multi-use Pathway to the north, continue south over SFDB with a new overpass structure and then ramp down to provide access to the existing ground-level east-west pathway adjacent to SFDB.
- Will make minor improvements to the existing multi-use pathway on the south side of SFDB from the Northbound US Highway 101 off-ramp up to the Ferry Terminal property.
- Provides a southern connection to the future SMART station.
- Is funded through Regional Measure 2 Program and federal funding from the Non-Motorized Transportation Pilot Program and Regional Bicycle Program.

Multi-modal Objectives in Marin

TAM is seeking to manage congestion in Marin County by providing a sustainable transportation system that promotes multi-modal transportation improvements, increases mobility and enhances Marin residents' quality of life. TAM's objectives include:

- Increasing travel choices to manage congestion and improve mobility
- Linking all modes of transportation together in a seamless, comprehensive network



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Project Benefits

The project is intended to promote non-motorized commute alternatives and enhance recreational travel in the region. Project benefits include:

- Connecting transit facilities including: Larkspur Ferry Terminal, Marin Airporth, future SMART Larkspur Station, and future local and regional bus stops
- Improving trail access to the Cal Park Hill Multi-use Pathway, North-South Greenway, East-West Greenway, Greater Bay Trail Network, and Corte Madera Creek Trail
- Connecting many local shopping, dining, and residential destinations with a multi-modal facility
- Providing a safe pedestrian/bicycle crossing of Sir Francis Drake Boulevard
- Reducing delays at the Sir Francis Drake Boulevard/Larkspur Ferry Terminal signalized intersection
- Reducing parking demand at the Larkspur Ferry Terminal and surrounding areas
- Providing an alternative post-disaster, non-motorized lifeline to the Larkspur Ferry Terminal and other transit facilities

Project Sponsors

TAM, working in cooperation with SMART, City of Larkspur, County of Marin, Golden Gate Bridge Highway & Transportation District, Caltrans, Metropolitan Transportation Commission, Association of Bay Area Governments, San Francisco Bay Conservation and Development Commission, and the Marin County Bicycle Coalition.

PLANNING DOCUMENTATION PREPARED TO-DATE:

- Marin County Bicycle and Pedestrian Master Plan, June 2000
- Bicycle/Pedestrian Path Design Considerations, SMART, February 2003
- Central Marin Ferry Connection Project, City of Larkspur, April 2004
- Bicycle and Pedestrian Master Plan, City of Larkspur, August 2004
- Central Marin Ferry Connection Feasibility Study, TAM, September 2007
- Cal Park Hill Tunnel Rehabilitation and Multi-use Pathway, County of Marin, May 2008
- Initial Study/Mitigated Negative Declaration (IS/MND), TAM, June 2010

Project Schedule

- Public Open House – September 27, 2008
- Environmental Studies – Winter 2008 – 2010
- Public Open House – June 17, 2010
- Adopt Environmental Document (CEQA) – Fall 2010
- Adopt Environmental Document (NEPA) – Spring 2011
- Final Design – Winter 2010 – Fall 2012
- Estimated Construction Start – Fall 2012

Project Area

